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THIRD READING

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Bill No: SB 1190  
Author: Grove (R)  
Amended: 4/13/26  
Vote: 21

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SENATE HUMAN SERVICES COMMITTEE: 4-0, 4/20/26  
AYES: Becker, Niello, Laird, Weber Pierson  
NO VOTE RECORDED: Pérez

SENATE PUBLIC SAFETY COMMITTEE: 6-0, 4/21/26  
AYES: Arreguín, Seyarto, Caballero, Cortese, Pérez, Wiener

SENATE APPROPRIATIONS COMMITTEE: 7-0, 5/14/26  
AYES: Cervantes, Seyarto, Cabaldon, Dahle, Grayson, Richardson, Wahab

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**SUBJECT:** Safe Passage for Youth Act

**SOURCE:** 11:11 Media Impact

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**DIGEST:** This bill (1) establishes standards governing private youth transportation companies that transport minors to residential treatment programs or similar facilities to ensure safety, transparency, and appropriate oversight; (2) requires the California Department of Social Services (CDSS) to license and regulate youth transportation companies in California.

**ANALYSIS:**

Existing Law:

- 1) Establishes the “California Community Care Facilities Act” (CCFA) and requires CDSS to administer and license community care facilities providing nonmedical services, including adult residential facilities and short term residential therapeutic programs (STRTPs), among others. (Health and Safety Code [HSC] § 1500 et seq.)

- 2) Provides that it is the policy of the state to facilitate the proper placement of every child in residential care facilities where the placement is in the best interests of the child. A county may require placement or licensing agencies, or both placement and licensing agencies, to actively seek out-of-home care facilities capable of meeting the varied needs of the child. Provides that in placing children in out-of-home care, particular attention should be given to the individual child's needs, the ability of the facility to meet those needs, the needs of other children in the facility, the licensing requirements of the facility as determined by the licensing agency, and the impact of the placement on the family reunification plan. (HSC § 1501.1(a))
- 3) Requires the development of technical assistance and training programs for specified health facilities to reduce or eliminate the use of seclusion and behavioral restraints in those facilities that utilize them. (HSC § 1180.3)
- 4) Provides that the Secretary of California Health and Human Services (Secretary) or their designee shall take steps to establish a system of mandatory, consistent, timely, and publicly accessible data collection regarding the use of seclusion and behavioral restraints in all specified facilities that utilize seclusion and behavioral restraints. The Secretary shall develop a mechanism for making this information, as it becomes available, publicly available on the internet. For data currently being collected, implementation shall be done as soon as it reasonably can be achieved within existing resources. As new reporting requirements are developed and result in additional data becoming available, this additional data shall be included in the data publicly available on the internet. (HSC § 1180.3)

This bill:

- 1) Provides that the purpose of the Safe Passage for Youth act is to establish standards governing private youth transportation companies that transport minors to residential treatment programs or similar facilities in order to ensure safety, transparency, and appropriate oversight.
- 2) Defines "youth transportation company" as a business entity that transports a minor to a residential treatment program, therapeutic boarding school, wilderness program, behavioral modification program, or other residential youth placement.
- 3) Requires CDSS to license and regulate youth transportation companies operating in California and do all of the following:

- a) Establish application requirements and criteria for licensure necessary to ensure that youth transportation companies satisfy minimum safety and operational standards.
  - b) Conduct criminal background checks of applicants and other individuals.
- 4) Provides that, in licensing and regulating youth transportation companies, CDSS may do all of the following: establish operational standards; investigate complaints and potential violations of operational standards; issue administrative citations and impose administrative penalties and civil fines; and refer cases to the Attorney General for a civil enforcement action.
  - 5) Allows CDSS to establish a reasonable licensing fee that is no more than the amount necessary to cover the cost of administering and enforcing this chapter.
  - 6) Provides that a youth transportation company shall not operate in California without a license pursuant to this chapter.
  - 7) Exempts from the licensure requirement, all of the following:
    - a) County child welfare agencies and their employees, including, but not limited to, child protective services workers.
    - b) Licensed child daycare facilities transporting children in their care.
    - c) Nonemergency medical transportation providers otherwise operating in compliance with state law.
    - d) Emergency ambulance providers.
    - e) Law enforcement and juvenile justice entities transporting individuals in their custody.
    - f) Parents, legal guardians, or family members transporting a minor.
  - 8) Provides CDSS may review, suspend, or revoke a license, as specified.
  - 9) Provides CDSS may coordinate with law enforcement agencies and other state or local authorities when investigating potential violations of law or operational standards.
  - 10) Requires a youth transportation company licensed pursuant to this chapter do all of the following:

- a) Enroll all drivers in the pull-notice system established by Section 1808.1 of the Vehicle Code in order to monitor driver records.
  - b) Ensure that all individuals involved in transporting minors completes training that addresses, at a minimum, all of the following:
    - i. First aid and cardiopulmonary resuscitation (CPR) training and certification.
    - ii. Duties imposed under the Child Abuse and Neglect Reporting Act (Article 2.5 (commencing with Section 11164) of Chapter 2 of Title 1 of Part 4 of the Penal Code).
    - iii. Behavioral de-escalation techniques.
    - iv. Safe transportation practices.
  - c) Prior to transporting a minor, obtain written consent from the parent or legal guardian of the child and maintain documentation that written consent was obtained. The documentation shall include authorization for transportation, identification of the destination facility or program, and contact information for the youth transportation company.
  - d) Document incidents occurring during transportation including, but not limited to, injuries, medical emergencies, use of physical restraints, and significant behavioral incidents, and maintain incident reports.
  - e) Requires the youth transportation company to submit a copy of all incident reports to CDSS within 24 hours of the incident.
  - f) Requires the youth transportation company to submit a copy of an incident report to a parent within 24 hours of an incident involving their child.
  - g) Maintain written policies governing the safety and welfare of minors during transport. The policies shall address, at a minimum, access to food and water, access to restroom facilities, lodging when overnight transport occurs, and procedures for delays or itinerary changes.
- 11) Prohibits a youth transportation company licensed pursuant to this chapter from doing either of the following:
- a) Use any of the following during transport: blindfolds; hoods; a device to obstruct a minor's vision, or mechanical restraints.

- b) Pick up a minor for transport between the hours of 9:00 p.m. and 6:00 a.m.
- 12) Provides the Attorney General may bring an action in superior court to enforce the provisions of this chapter if a youth transportation company fails to obtain licensure in compliance with this chapter or engages in repeated or egregious violations of this chapter. The Attorney General may seek the recovery of civil penalties, and shall be entitled to specific performance, injunctive relief, and other equitable remedies a court deems appropriate for enforcement of this chapter, including, but not limited to, an order prohibiting the company from operating within the state. The Attorney General shall be entitled to recover attorney's fees and costs incurred in remedying each violation.

## Background

*Author Statement.* According to the author, “SB 1190 addresses a gap in California law by establishing oversight for private companies that transport minors to residential treatment and behavioral programs. These companies often serve vulnerable youth but currently operate with little to no statewide regulation, leading to reports of traumatic and, in some cases, cruel practices during transport. SB 1190 creates a commonsense framework requiring licensing, background checks, training, and clear safety standards. This bill ensures that when a child is being transported to receive care, that process is safe, accountable, and not a source of further harm.”

*The Troubled Teen Industry* The so-called “troubled teen industry” includes a range of youth residential programs designed to address emotional, behavioral, or substance abuse issues. These programs include such things as boot camps, secured group homes, therapeutic boarding schools, conversion therapy, and wilderness therapy. These programs are estimated to have between 120,00–200,00 youth residing in them and many are located in Utah. In 2021, California prohibited sending youth, including foster children, to out-of-state for-profit treatment centers after reports of rampant abuse.<sup>2</sup> However, families who private pay are still able to send their children to these out-of-state facilities, which are a billion-dollar industry.

This bill focuses on how youth are transported to these facilities, which often uses the tactic of “gooning” where men show up under cover of darkness, forcing youth into a vehicle, and taking them to facilities against their will. Parents often hire transport services to stage kidnappings of their children, violently extracting them from their homes, often in the middle of the night, to take them to facilities. Two states have passed laws regulating this practice. In 2021, Oregon passed Senate

Bill 7104 which establishes regulations and clarifications about types of restraints and holds that can be used on children at residential facilities as well as regulations regarding the use of involuntary seclusion. It also contains provisions regarding secure transportation service providers. In 2025, Maryland passed HB 4975, the Preventing Abduction in Youth Transport Act of 2025. This law provides that when a youth is transported to a residential childcare program, the youth transportation company may not use specified restraints. These include visual impairment, such as blindfolds and hoods; mechanical restraints, such as handcuffs, chains, irons, straitjackets, cloth restraints, leather restraints, plastic restraints, or other similar items; or physical restraints, including holds, or other use of physical force to restrict free movement. This bill seeks to follow in the lead of these states and provide rules to ensure proper treatment of young people who are transported to residential treatment facilities.

### **Related/Prior Legislation**

SB 1043 (Grove, Chapter 628, Statutes of 2024) requires facilities operating STRTPs to provide specified information to a child subject to seclusion or behavioral restraints, their parent, foster parent, guardian, or tribal representative, and CDSS. Requires CDSS to review all reported incidents involving the use of seclusion or behavioral restraints and investigate any incidents that indicate a potential health and safety concern or licensing violation. Requires CDSS to display data that is specific to STRTPs on its website regarding the use of seclusion or behavioral restraints.

**FISCAL EFFECT:** Appropriation: No Fiscal Com.: Yes Local: No

According to the Senate Appropriations Committee:

- Unknown ongoing General Fund costs, likely hundreds of thousands, for the CDSS for state administration.
- The Department of Justice indicates no significant fiscal impact for enforcement activities.
- Unknown, potential cost pressures to the courts related to additional enforcement mechanisms provided in this measure (Trial Court Trust Fund, General Fund). While the courts are not funded on a workload basis, an increase in workload could result in delayed court services and would put pressure on the General Fund to fund additional staff and resources.

**SUPPORT:** (5/14/26)

11:11 Media Impact (Sponsor)  
City of Artesia, California  
Courage California  
Educate. Advocate.  
Institutional Child Abuse Prevention & Advocacy Network  
Latinojustice Prldef  
Lives in the Balance  
Orange County United Way  
Unsilenced

**OPPOSITION:** (5/14/26)

None received

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5/16/26 10:41:44

\*\*\*\* **END** \*\*\*\*